



Pilot Intelligent Access special road transport in The Netherlands

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6 - 10 November 2023
Brisbane, Australia



Agenda

1. Why, what and how
2. Results and follow-up



Developments:

- I. Growth of freight transport in general and on roads especially
- II. Growth in numbers, weights, dimensions and configurations
- III. Capacity and quality of our road network is under pressure
- IV. Insufficient measures to monitor, control and enforce

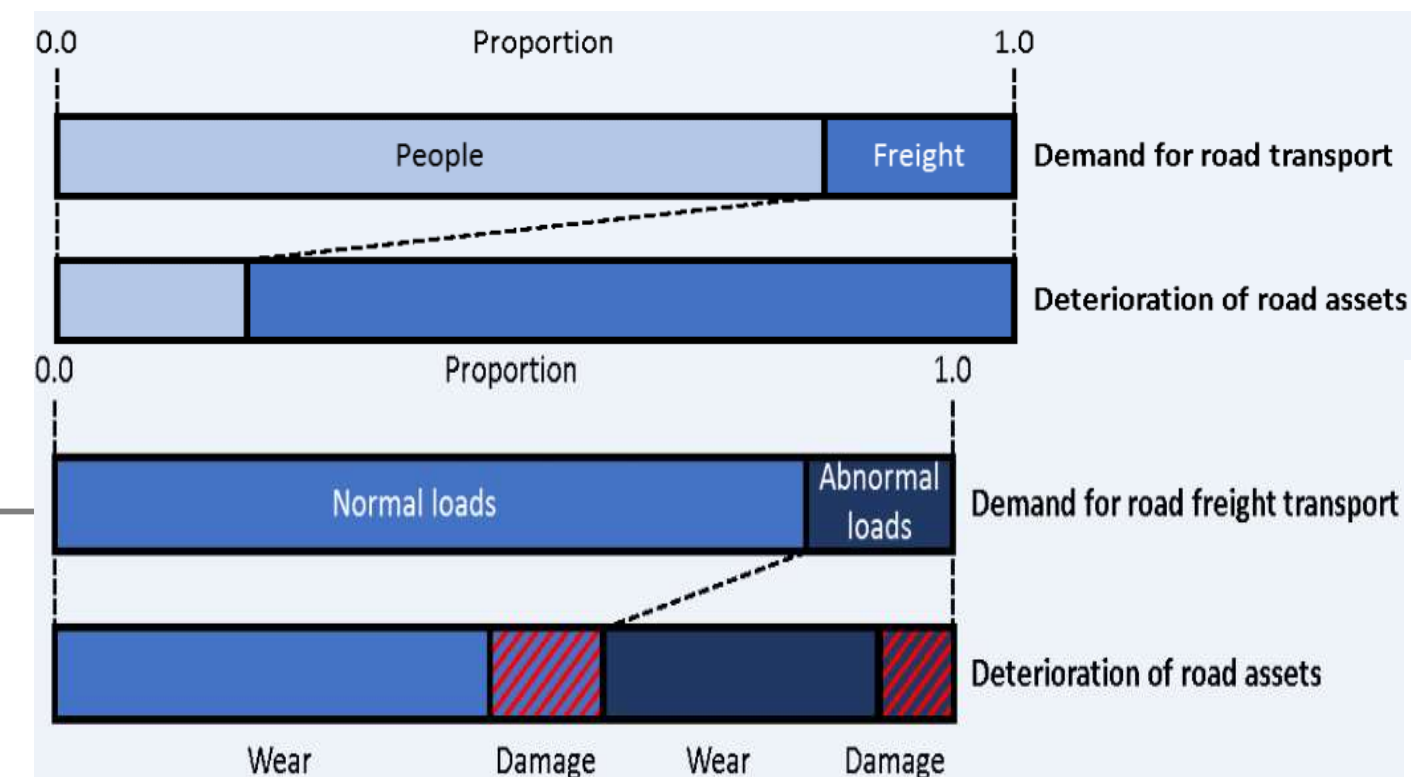
Policy goals:

1. Cost/damage road-assets by control on routes and weights for road transport
2. Insight in use of road-assets and impact on (re-)construction and maintaining
3. Road safety with registration and clarification of events in use (i.e. ADAS)
4. Accessibility, sustainability and livability (i.e. modal shift policy: off-road)
5. Public interventions like traffic/incident management or inspections
6. Support efficiency, digitalization and cooperation in logistic chain

Pilot goals: testing feasibility and scalability with existing means on:

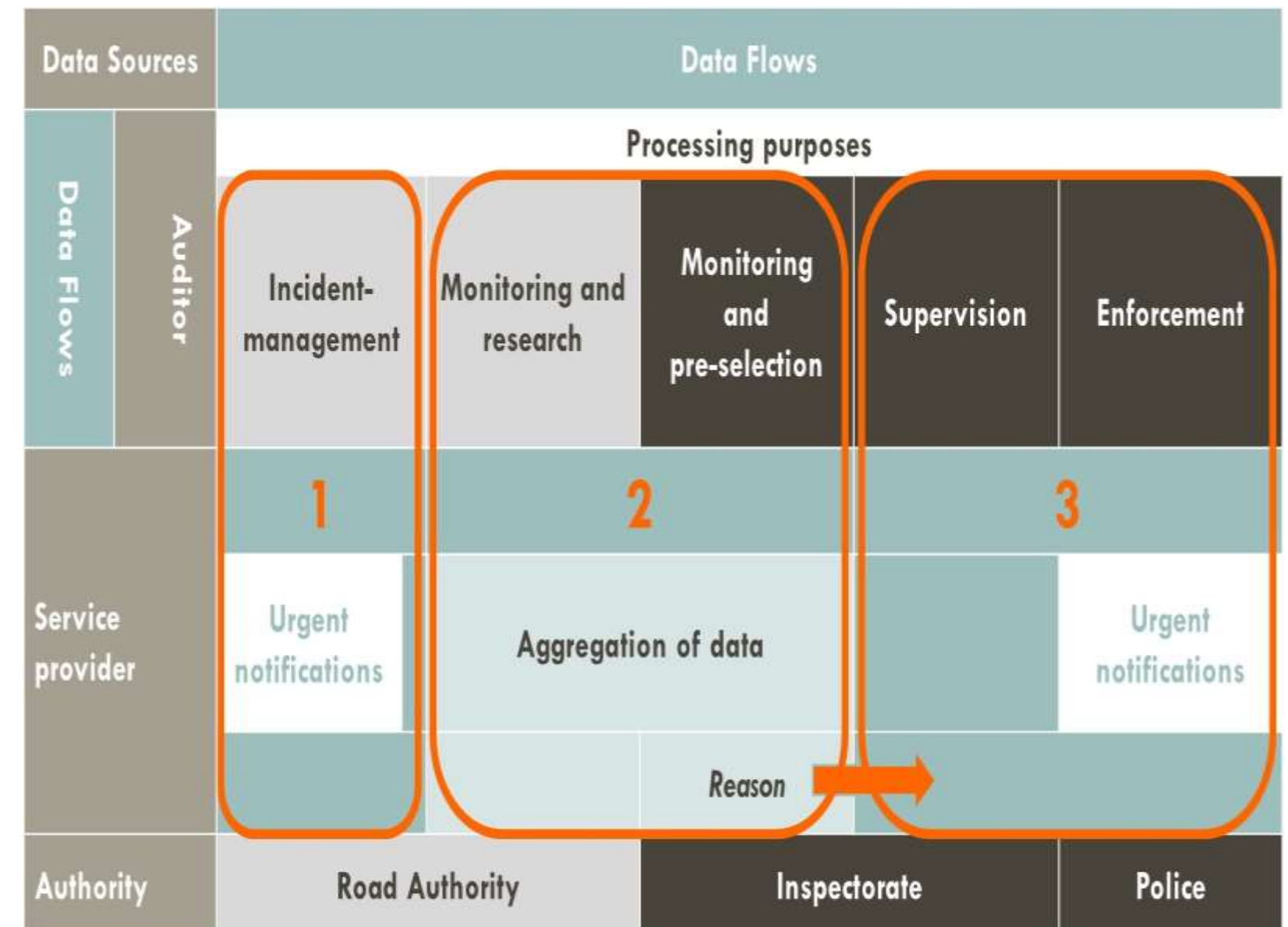
- a. Functional-technical level;
- b. Organization & cooperation;
- c. Knowledge & support;
- d. Reliability & security

Why?



- Intelligent access is using modern means to control risks and compliance of road transport with bigger dimensions and weights (HCT/EMS) or dangerous loads (ADR)
- Pilot in NL is part of a program bij RWS as NRA, called 'core network logistics', for coherence, control and robustness in transport of goods.
- RWS leads cooperation of public authorities and two private consortia based on a public tender (total grand a modest 2 X €65k ex. VAT)
- Existing Fleet Management Services (rFMS), Transport Management Services (TMS) and digital freight letters (eCMR) are selectively used for monthly reports and urgent messages to dedicated authorities (B2B B2G).
- Companies want to distinguish in a positive way (i.e. eco-footprint per trip) and contribute to the level playing field (i.e. overloading)
- Privacy-by-design: data sharing on need-to-know base, mostly aggregated and very selective use to prevent real road safety, not for direct repression (i.e. fines)

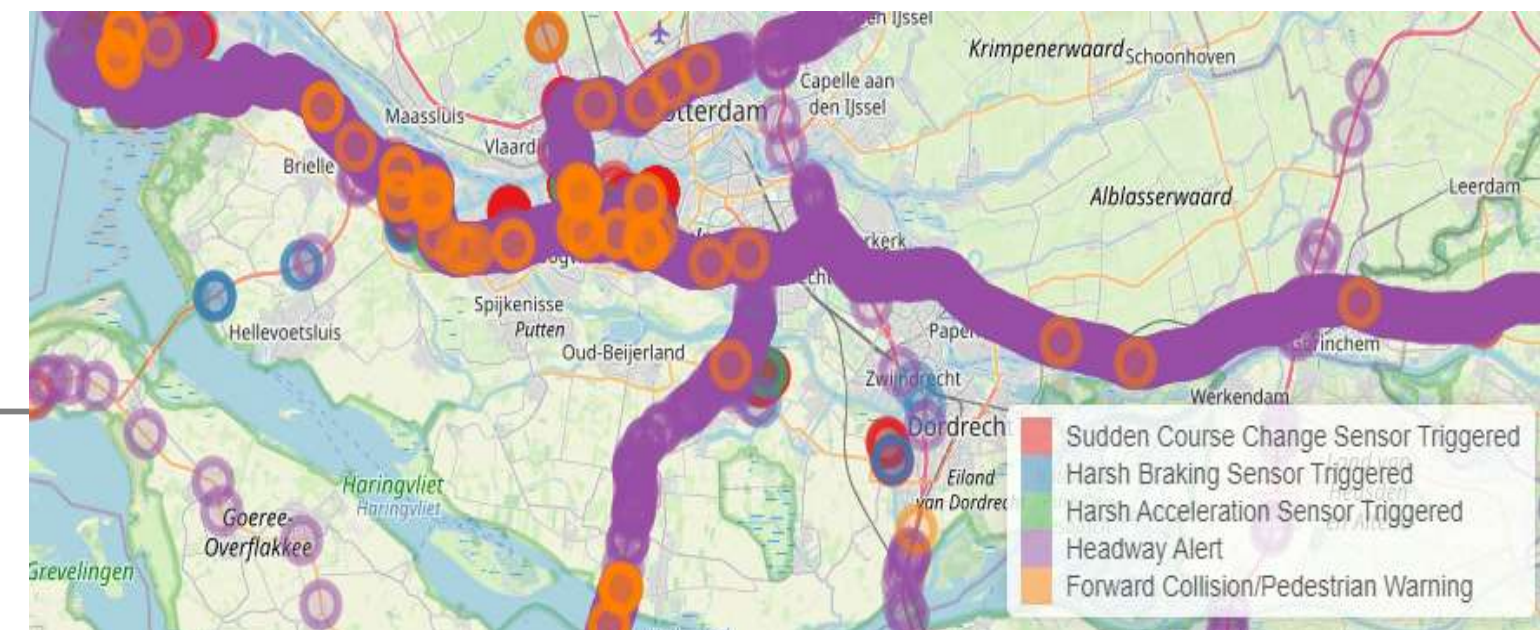
What and how?



Monitoring KPI's



1. Type of goods for Incidentmanagement and Modal Split
2. Geotraces related to geofences according to actual exemptions
3. Weights on axles and total for vehicles-configurations and freight related to letter from shipper, limits in exemptions or type approval
4. Traffic safety events (i.e. harsh braking) or real accidents
5. Traffic speed (i.e. <50km/h) and emissies (i.e. CO2)

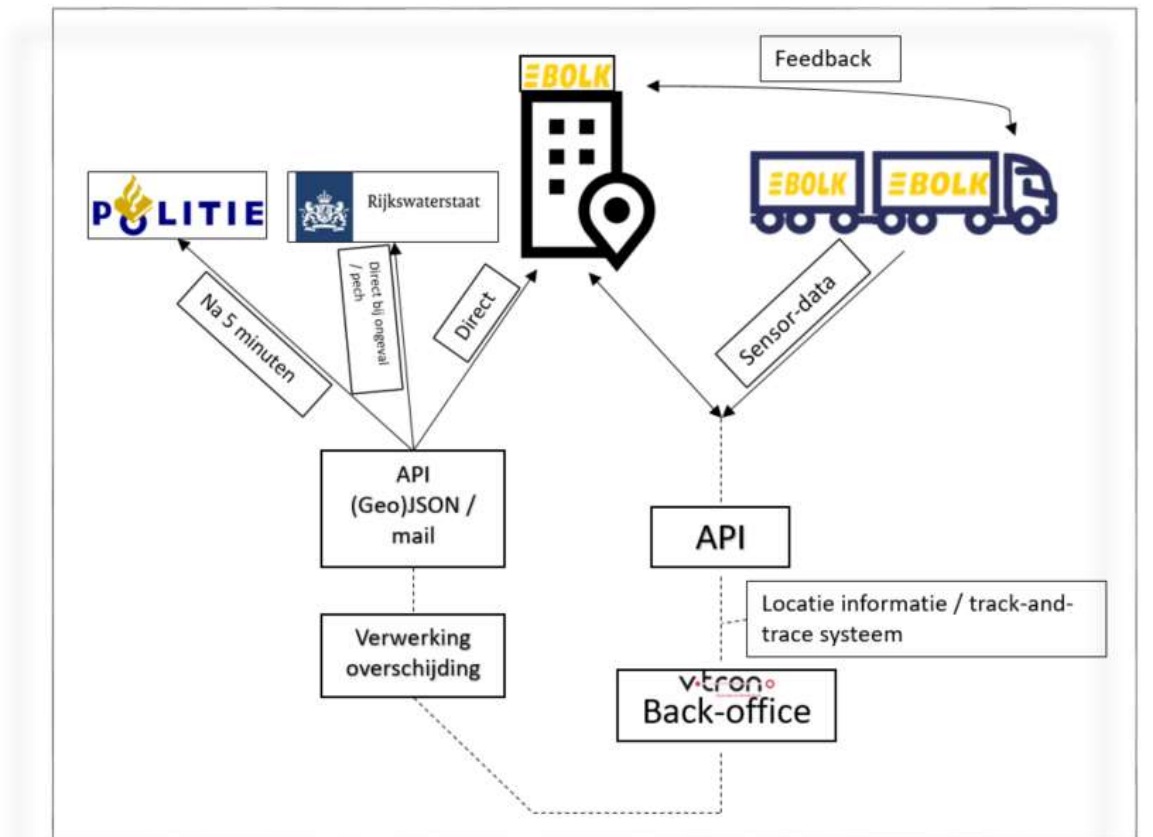


Information flow and thresholds

urgent traffic safety push messages



- Police: route deviance >5 minutes and/or 300 meter; weight >125% exceed and >5 min on public roads
- Rijkswaterstaat (NRA): Accident (like eCall) and run-flat-tire > 2 times < 0,8 bar update from Tire Pressure Monitoring System on motorways (or broader incident network)



6	Marks and numbers Marques et numéros Merken en nummers Kenzeichen und Nummern	7	Number of packages Nombre de colis Aantal coil Anzahl der Packstücke	8	Method of packing Mode de emballage Wijze van verpakking Art der Verpackung	9	Nature of the goods Nature de la merchandise Aard der goederen Bezeichnung des Gutes	10
	GOODS/ GOEDEREN		10				10 units TX-SKY	
	Total:		10					
TRIP OVERVIEW								
	AXLE LOAD (TON)		CONSUMPTION AVERAGE L/100KM				SPEED AVERAGE KM/U	
	8		27,34				5,02	
ALERTS								
	AXLE LOAD (TON) >25%		SOS DRIVER				HJACKALERT	

Conclusions (selection)



1. Functional-technical it's almost feasible and scalable
 2. Many lessons learned, many opportunities and dependencies
 3. Need clear support and perspective for further developments (in NL and EU)
 4. Matches with digitalization and risk management with data/info (i.e. assets and traffic)
 5. Additional to road systems (i.e. WiM and camera's) for monitoring, more selective inspection or enforcement and fair competition
 6. Start with special road transport regarding risks and regulations and team up with other transport modes (rail and shipping)
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Follow up actions and conditions (selection)



- A. Grounding principles for this datasharing in policy and regulations in NL and EU
 - B. Normalisation and operationalisation of pre trip axle registrations in rFMS and eCMR
 - C. Automated publication and control of information on limitations in routes and roads
 - D. Creation and/or integration of tools for monitoring road safety around EMS2
 - E. Adaptation and integration in data dump for generic statistic monitoring (by CBS)
 - F. Exploring less purpose limitations by GDPR for ANPR-camera's for dodgers
 - G. Clear coordination and coherence between digitalization programs/projects
 - H. Construction of trust in quality and security of information (i.e. urgent messages to police), with professional standardization, inspections and special authority (i.e. TCA)
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